

by no means bitter toward the threat-
ening employees. He worked up from
the ranks himself, and of all the rail-
way executives is perhaps most in
sympathy with the opposition.
Why Mr. Gompers did not appear is
something of a mystery. Mr. Lane
and Mr. Willard came on the early
train and went direct to the confer-
ence room at the Biltmore hotel. Mr.
Wilson followed on a later train.

The sixth floor of the Grand Cen-
tral Terminal was being fitted up by
the New York Central yesterday after-
noon with cots and other facilities for
strikebreakers and men who do not go
on strike. It was learned that other
eastern roads were making similar
preparations.

FREIGHT EMBARGO AIRTIGHT.
An airtight embargo on all freight
was put into effect at noon yesterday
on the New York Central and the Erie
railroads.

One by one other lines followed and
last night there were few big carriers
accepting any freight for shipment
anywhere.

George W. Perkins will return to
New York tomorrow, anxious to co-
operate with the others of the mayor's
commission in battling the food prob-
lem if it becomes acute.

Joseph Hartigan, secretary of the
committee, sent letters to the dis-
trict attorneys of the five counties
included in Greater New York urging
them to employ all the power at
their command to prevent food
and fuel dealers from charging exor-
bitant prices in the event of a strike.

He also arranged with the traffic
managers of the railroads entering
the city to supply him daily with a
list of the food and fuel trains ar-
riving here.

FAIR SUPPLY ON HAND.
Reports received by Mr. Hartigan
indicated that retailers, wholesalers,
and warehouses have enough food
on hand to last six weeks, even if
the supply coming into the city is
abnormally low for some time.

Hotel proprietors began making
preparations to keep their commis-
sionaries supplied. The tentative plans
outlined included the establishment of
a motor transport system to co-
operate with interurban electric lines
that maintain a limited movement of
food trains.

NO EMBARGO ON MILK.
So far as milk is concerned, there
is no embargo, this classifying as ex-
press freight, and the strike orders do
not affect this service until five days
after freight movements.

Butmen are looking forward to
fat profits if the strike develops and
owners of motor truck fleets are won-
dering when they will be called on.
There are large stores of provisions on
Long Island farms and the presump-
tion is that a good volume can be
carried into New York by truck.

IMPLORE WILSON TO USE POWER FOR RAIL PEACE

More appeals to President Wilson to
use every resource to avert a strike
were sent yesterday by manufacturers
and shippers. In this list was the Illi-
nois Manufacturers' association, asking
that the "full power of the govern-
ment" be brought into use.
"There is not the slightest doubt that
President Wilson has full power to meet
this emergency and compel the rail lines
to keep in operation," said Secretary
John M. Glenn.

More than a hundred messages from
commercial clubs of various towns and
cities went to the president as a re-
sponse to the suggestion of President
John W. O'Leary of the Chicago Asso-
ciation of Commerce, wired broadcast
over the country Thursday night.
"The situation is not encouraging,"
said President O'Leary. "We earnestly
hope for the best, yet we have not a
tangible reason on which to base our
hope. Only some great influence, like
that of the national government, or some
person in authority, like the president,
can prevent what to my mind would be
as disastrous a calamity as could befall
the country."

HALF OF CHICAGO SWITCHMEN WILL STAY ON THE JOB

Union Here Already Has
the Eight Hour Day,
Official Says.

Half of the switchmen in Chicago,
members of the Switchmen's Union of
America, will refuse to strike if the
walkout comes at 6 o'clock tonight. It
was announced yesterday by James B.
Connors, Chicago head of the union.
As far as could be learned last night,
there are about 5,500 switchmen in Chi-
cago. About 2,000 are members of the
Brotherhood of Railway Trainmen,
which has voted to strike with the
other three brotherhoods. The remain-
ing 3,500 are members of the A. F. of L. and
C. F. of L. There is bitter feeling
between the two organizations.

Contracts with Ten Roads.
The switchmen's union has contracts
with ten Chicago roads. It also has the
majority of switchmen on a number of
other roads, and they will remain at
work, according to Connors.

Among the roads with which the union
has contracts are the Great Western,
Illinois Northern, Lake Shore and Michi-
gan Southern, Chicago and Eastern Illi-
nois, Pere Marquette, Baltimore and
Ohio, Chicago Terminal, Rock Island,
and Soo line. The union has men at
work in every yard in Chicago.

They Have Eight Hour Day.
"Why should we strike?" asked Mr.
Connors. "On Dec. 23 we got a flat in-
crease of 5 cents an hour and an eight
hour day. A few of our men who are
on roads controlled by the B. & O. R. T.
may strike out of sympathy, but they
will not be numerous."

"At a meeting tonight our men on
the Chicago Junction railroad, with
which we have no contract, voted to
keep working. Why should they
jeopardize their jobs when they are
satisfied?"

MANY TO BOLT STRIKE?
New York, March 16.—Reports re-
ceived from various parts of the coun-
try by the railway managers indicated,
they declared, organized withdrawal by
some of the roads' employees from the
brotherhoods' agreement to strike.

The managers were informed that the
engineers on the Santa Fe system had
wired their grand chief they had with-
drawn and would refuse to obey the
strike order.

The conductors and engineers on the
St. Louis Southwestern have with-
drawn, according to word reaching the
managers, and on the Illinois Central
the firemen have announced their inten-
tion to withdraw.

**RAIL RECEIVERS
WILL ASK U. S.
FOR PROTECTION**
Federal protection from possible vi-
olence will be requested today by re-
ceivers for the Rock Island and the Chicago
and Eastern Illinois railroads, which,
owing to bankruptcy, proceedings, are
under the jurisdiction of Federal Judge
George A. Carpenter.

Judge Carpenter arrived in Chicago
during the day, having curtailed his
stay in California.
"We cannot ask the court to protect
us against a strike, but we will ask
for protection of our property," said
J. M. Dickinson, receiver for the Rock
Island.
Capt. E. L. West, superintendent of
railway mail service for the Chicago
district, conferred with railway offi-
cials and telegraphed a report to Wash-
ington.
"They say that mail service will not
be interrupted," said Capt. West. "In-
terference in any manner with the
transportation of the mails is a viola-
tion of federal law."
Chief Schuetzler will meet railway offi-
cials this morning.

Wilson Plans Drastic Step if Strike Solution Fails

BY ARTHUR SEARS HENNING.

Washington, D. C., March 16.—(Spe-
cial.)—Having decided to adopt dras-
tic measures, if necessary, to pre-
vent a general paralysis of transpor-
tation with the nation in the shadow
of war with Germany, President Wil-
son made two preliminary moves to-
day to avert the strike called by the
railroad brotherhoods for tomorrow
night. These were the steps taken
by the president:

Caused the council of national
defense to send a committee of its
own membership and of its ad-
visory council to New York to
seek to bring the carriers and the
brotherhoods to an under-
standing which will prevent or
postpone the interruption of traf-
fic threatening the consummation
of war preparedness measures.

Sent a personal appeal to the
brotherhood presidents and the
railroad managers urging them to
yield private interest to patriotic
duty "in this time of national
peril" and come to an agreement
deemed imperatively necessary to
the security of the country.

BOARD OF MEDIATORS.
The committee appointed to mediate
between the unions and the railroads
consists of the following officials:
Secretary of the Interior Lane, mem-
ber of the council of national defense.
Secretary of Labor Wilson, member
of the council of national defense.
President Daniel Willard of the Bal-
timore and Ohio railroad, chairman
of the transportation and communica-
tion committee of the council of national
defense.

President Samuel Gompers of the
American Federation of Labor, chair-
man of the special committee on labor
of the advisory commission.
The members of this committee at
once started for New York to take up
their work.

COUNCIL OF DEFENSE MEETS.
In furtherance of his decision to use
his efforts to avert the strike of the
necessity of maintaining uninterrupted
transportation for the furtherance of
preparedness measures at this critical
time, the president instructed Secretary
of War Baker this morning to call a
meeting of the council of national de-
fense.

After the meeting Secretary Baker,
as chairman of the council of national
defense, sent the following letter of in-
struction to the four officials appointed
to undertake mediation:
"At a meeting of the council of na-
tional defense it was resolved that you
be requested at once to seek an inter-
view with the representatives of the
railroad brotherhoods and the railroad
employers with reference to the differ-
ences now existing between them and
the apparent threat to produce a gen-
eral railroad strike in the country; that
you present to the representatives of
both sides the grave peril involved in
such a situation at this time, and that
you request them so to adjust their
differences as in any event to lead to a
postponement of any acute difficulties
during the present national emergency."

CABINET IS SUMMONED.
The formal action of the council of
national defense was reported to the
president and members of the cabinet.
Although this regular meeting of the
cabinet was not to have been held be-
cause of the illness of the president, Mr.
Wilson summoned the members to dis-
cuss the steps he purposed to take to
prevent the strike.

Although the president's appeal is ad-
dressed to the railroad managers, as
well as the brotherhoods, it developed
that this is only a formality.
The real appeal is to the unions. The
administration has no complaint of the
conduct of the railroads since the enact-
ment of the Adamson law, for the car-
riers are scrupulously complying with
the orderly process of government and
are prepared to observe the wage raise
act if it is held constitutional.

WILSON HAS POWER TO ACT.
More drastic measures to be invoked
if a pacific settlement fails were dis-
cussed, but no decision reached. It was
the unanimous opinion of the cabinet
officers that the president has ample
power to adopt any means necessary to
maintain transportation of the mails.
Another suggestion was the applica-
tion by the government for receivership
of all the roads affected by the strike
on the theory that the courts could deal
much more stringently with the situa-
tion than any other agency of the gov-
ernment.

The department of justice has under
advice a proposal to seek an injunc-
tion of the strike order tomorrow in the
federal courts. The Clayton act pro-
hibits the injunction of strikes, but it is
contended that this provision does not
apply to strike orders.

reel the affairs of railroads," reads a
part of the circular, "have within the
past year expended millions of dollars
to create a demand in the mind of the
public that there be no more railroad
strikes, such as would bring upon the
country what has been described as
"disaster"; therefore a law is sought to
suppress industrial unrest that may re-
sult in these disastrous strikes. More
than 11,000 newspapers were paid untold
amounts of money to create this de-
mand."

**ILLINOIS READY
IF STRIKE COMES**
Springfield, Ill., March 16.—Official Illi-
nois has laid its plans in preparation
for the great railroad strike.
This was the intimation given out to-
day by Gov. Lowden. He said he and
Attorney General Brundage had dis-
cussed the coming strike from every
conceivable angle.

O'CONNOR & GOLDBERG
O-G SPRING NOVELTY
THE SMARTEST MODEL
THUS FAR SHOWN

NARROW TOE
CUSTOM LAST
WITH FULL
WING TIPS

HIGH
GRADE
OF
GENUINE
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CALF IN
THE NEW
DARK
BROWN.

A
REVELATION
OF VALUE-
GIVING
BY O.G.

\$6-50

205 S. STATE ST., SO. OF
6 S. CLARK ST., SOUTH OF
120 W. VAN BUREN ST., EAST OF
1253 MILWAUKEE AVE., CLOSE TO
ASHLAND

O-G SHOES THE WORLD'S STANDARD OF VALUE & STYLE

O'CONNOR & GOLDBERG

SHIPPING TIEUP DUE AS ROADS REFUSE GOODS

Chicago Grain Dealers
Notified Shipments Will
Not Be Received.

Carrying of general freight was prac-
tically at a standstill in and around Chi-
cago last night. The Belt line was re-
ceiving neither incoming nor outgoing
freight. The stockyards were virtually
cut off and no cattle or hogs were
bought yesterday for shipment. Pas-
senger and milk trains were running as
usual, and it was said that the embar-
go ordered by the railroads were mainly
for the purpose of clearing the way
for movement of fuel and food sup-
plies.

Grain shippers of Chicago look for a
complete tieup in the grain trade for a
time at least in event of a general
strike. Shipping conditions have been
growing steadily worse for a number
of weeks with no strike to contend with.
If the men go out it would put a stop
to all business.

Many of the roads already have not-
ified shippers that shipments will not be
received after tomorrow.

EMBARGO IN THE EAST.
Philadelphia, Pa., March 16.—An em-
bargo, effective at 6 p. m. today against
all freight, except live stock, domestic
shipments of foodstuffs for human and
animal consumption, government freight
and news print paper, was announced
by the Pennsylvania, the Philadelphia,
Baltimore and Washington, and the
West Jersey and Seashore railroads.

B. & O. Takes Strike Step.
Baltimore, O., March 16.—A general
embargo was placed today by the Bal-
timore and Ohio railroad against the ac-
ceptance of freight from connecting
railroads until an idea can be had of
conditions.

Grand Trunk Takes Action.
Montreal, Que., March 16.—The Grand
Trunk railway today issued an embargo
on all freight because of the possibility
of a railroad strike in the United States.
Boston and Maine Acts.
Boston, Mass., March 16.—The Boston

U. S. STRIKE POWER

Supreme Court Has Decided Federal Government Has Full
Authority to Stop Physical Interference with Opera-
tion of Railroads. Debs Case Cited as Example.

WASHINGTON, D. C., March 16.—
The law department of the govern-
ment today looked into
the matter of federal power to
keep interstate commerce and
the mails from being obstructed.

So far as any attempt by strikers to
interfere physically with the operation
of railroads is concerned, in the "Debs
case," the United States Supreme court
unanimously declared the federal gov-
ernment has full authority.

Eugene V. Debs and others were de-
fendants in an injunction suit filed in
the United States District court at Chi-
cago by direction of Attorney General
Richard Olney in 1904 during the Ameri-
can Railway union strike. An injunc-
tion was granted, prohibiting Debs et al.
from interfering with or obstructing in-
terstate commerce. Debs was convicted
and sentenced to imprisonment for vi-
olating the injunction. He brought a
habeas corpus proceeding to the Supreme
court.

In dismissing the suit Justice Brewer,
giving the Supreme court's unanimous
opinion, said:

"What are the relations of the gen-
eral government to interstate commerce
and the transportation of the mails? They
are those of direct supervision,
control, and management. Congress has
exercised the power in a variety of
legislative acts."

"If a state with its recognized powers
of sovereignty is impotent to obstruct

and Albany railroad today issued the
following statement:
"Effective at once, on account of the
threatened railroad trouble, this com-
pany will decline to accept all freight
until further notice."

OTHER RAIL EMBARGOES.
Other railroads placing embargoes on
shipments were the Texas and Pacific,
St. Louis, Iron Mountain and Southern,
Hocking Valley, Louisville and Nash-
ville, Mobile and Ohio, Southern, Gulf,
Mobile and Northern, Alabama, Ten-
nessee and Northern, Norfolk and West-
ern, Nashville, Chattanooga and San-
ta Fe.

OCEAN STEAMSHIP MOVEMENTS.
Arrived. Port.
AUSONIA London
SHINKOKU MARU Seattle
CANADA MARU Seattle

Five Hundred at Dance.
Five hundred guests attended the Phi Alpha
Beta society dance last evening at the Hotel
La Salle.

**20,000 UNION MEN
NOW LOCKED OUT
AT CLEVELAND, O.**

Cleveland, O., March 16.—Nearly 20,000
union workmen, members of the Build-
ing Trades union, were idle today as a
result of the sweeping lockout order put
into effect by the Building Trades Em-
ployers' association yesterday evening.
Employers claim practically all con-
struction work in the city has been
stopped.

Union men admit thousands of men
are idle but claim considerable building
by independent contractors is going on.
Employers' leaders said they would not
attempt to import strikebreakers.

THE HUB
Henry C. Lytton & Sons
N. E. Corner State and Jackson

SPRING STYLE EXPOSITION

Suits for Men & Young Men

We have combed the country
for the best style creations produced for spring,
and our two floors of spring suits for men and
young men are replete with brilliant style conceptions,
luxurious weaving fancies, and unique pattern effects.

Business, dress, and sport suits for men
and young men, with or without belts, in
scores of style and trimming variations, an
unlimited variety of domestic and imported
fabrics, all new colors, **\$15 to \$50**

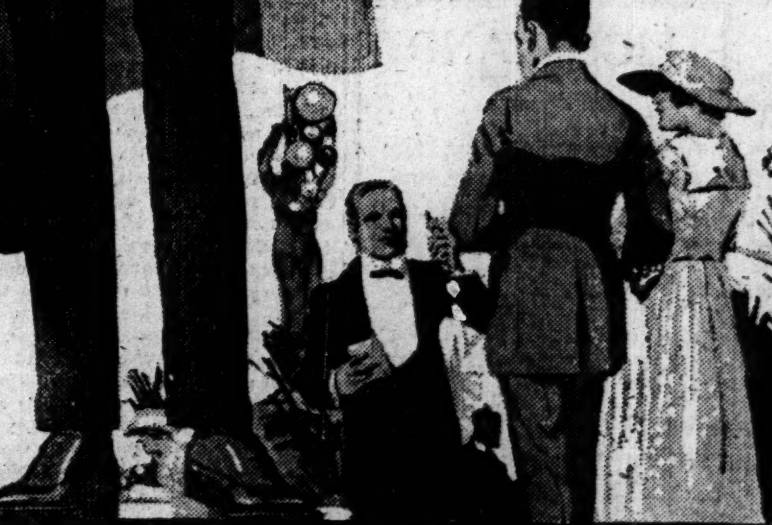
Second and Third Floors

Spring Top-Coats

HERE you will find the world's creative
style genius, the internationally famed
weaving experts, and the pick of America's
skilled tailoring craftsmen at their best.

No detail has been left undone, no model or
material has been overlooked in our endeavor
to present the men of Chicago with the most com-
plete topcoat exhibit hitherto achieved. Styles and
fabrics too numerous to mention here, plain and
novelty belted effects, town and country coats,
all colors and fabrics, splendid val-
ues at all prices from..... **\$15 to \$45**

Fourth Floor



Open Saturday Evening Until 9 o'Clock

WILSON TO ALTON IN S

Railroad Chief T
Is Only Way to
National Ne

BY HENRY M. H
I should really be sh
President Wilson take over
the name of the govern
President W. G. Bland,
chairman of the Associat
own Railroad.

Mr. Bland is a tall spare
man, smooth shaven face and
the aspect of a New Eng
man.

"I do not presume to sp
western roads, thou
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emergency. When Pr
son last fall went before
secured the passage of th
law he told the railroad
that he would recommen
the passage of further
which would forbid anot
to tie up all the railroads
by a general strike."

Wilson Did as Pro
It must be admitted th
the strike last fall and
the additional legislation in
progress. But, unfortunat
more of international and o
portant affairs prevented h
very with his customary fr
the passage of the law
a general strike, without
or arbitration."

"Now the railroads are
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run of the present situa-
"Unless he does so, and
does so, it seems to me th
let of railroad management
proved himself a failure."

Embargo on Al
Earlier in the day the em
for a complete freight emb
Chicago and Alton was lea
Bland's office.

Chicago, March 16, 1917
To all agents and connec-
tives immediately the C
Alton railroad will decline
all freight, both express
than carloads, for all d
shipments in transit will
becept from connecting li
is necessary on account of
labor troubles. As such
tions warrant we will rec
ing and handling of frea
preference to food produc
supplies, and you will be
promptly as possible.

During the day similar o
the acceptance of freight w
the headquarters of pres
road in Chicago. Today it
less to attempt to ship fr
kind.

Order to Santa Fe
President E. P. Ripley of
Topeka and Santa Fe rail
evening sent the following
employees of the system:
"We are notified that
hoods of engineers, firemen
and trainmen propose to
play in a body. To the ex
is carried out it will autom
out of employment many
needed with the company
partments. It is, therefor
that a full understanding
difficult to set forth at th
now, therefore, advised th
"All persons employed
pany failing to respond to
will be considered as hav
shared and will be redemp
new men, forfeiting all
other rights and privileges.
"New men taken in by

SPURWOOD
A newcomer in
the "wood" family
A new E & W mod-
el— "Spurwood".
There is an attrac-
tive sweep to the
points and plenty
of tie space. Its
spurs give it style.
Your furnisher will gladly
show you "Spurwood"
and the other E & W
styles which will look
well on you.

Collars
The best Style is your Style

HORLICK'S
The Original
Malted Milk
Substitutes Cost YOU Same Price

ARTIFICIAL HUMAN EYES FITTED
Largest stock in country. The
moderate. Major A. G. G.
14 W. Washington St. New York

St. Patrick

Honor for the traditions of a fatherland is never better
illustrated than in the remembrance of St. Patrick
and his Shamrock among the sons and daughters of
Erin to this-day.

We glean all the fields annually for the finest specimens
of these dainty sprigs, for all the world loves a lover,
and America has grown to look for the triangular
leaf in appreciation of a great truth. Shamrocks
growing in the original Shamrock shaped pots, 25c
each.

A special St. Patrick box, having scenes of Ireland
and containing two plants, delivered to any part of
the United States, 75c per box.

Tiny Green Wicker Hats and other novelties with grow-
ing Shamrocks.

St. Patrick Basket of Flowers, from \$1 to \$5 each.

Corsage Bouquets with Emerald Corals, \$1 each.

Table Decorations of Green Carnations, Roses, Smilax,
Asparagus, Springers and Green Appointments.

Four assorted One Dollar Boxes of Cut Flowers, each
including a Shamrock Plant and a Little Dhruken.

Every kind of flower and floral arrangement.

A. Lange, Florist,
25 E. Madison St.
Tel. Central 3777—All Departments. Automatic 42072.
Branch Shop—Stevens Bldg., State St. Corridor.

O'CONNOR & GOLDBERG
O-G SPRING NOVELTY
THE SMARTEST MODEL
THUS FAR SHOWN

NARROW TOE
CUSTOM LAST
WITH FULL
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Fourth Floor

Open Saturday Evening Until 9 o'Clock

HERD WANTS WILSON TO RUN ALTON IN STRIKE

Railroad Chief Thinks It
Is Only Way to Meet
National Needs.

BY HENRY M. HYDE.

It should really be glad to have President Wilson take over and operate the Chicago and Alton railroad in the name of the government," said President W. G. Herd, who is also chairman of the Association of Western Railroads.

Mr. Herd is a tall spare man, with a serious shaven face and something of the aspect of a New England school teacher.

"I do not presume to speak for the other western roads, though I know something of their feeling in the present emergency. When President Wilson took over the Chicago and Alton railroad he told the railroad presidents that he would recommend and urge the passage of further legislation which would forbid another attempt to shut up all the railroads of the country to a general strike.

Wilson Did as Promised.
It must be admitted that he averted the strike last fall and he also had the additional legislation introduced into congress. But, unfortunately, the passage of the law preventing a general strike, without investigation or restriction.

"Now the railroads are again faced with a general strike. I think President Wilson should take over the roads and operate them—as he has a right to do—until some arrangement is made which shall make a general strike impossible. The law passed so far and the strike that is now on—these are the matters of national importance which he will have to handle himself a failure."

Embargo on Alton.
Herd in the day the following order for a complete freight embargo on the Chicago and Alton was issued from Mr. Herd's office.

Chicago, March 16, 1917, 11 a. m.
To all agents and connections: Refrain immediately the Chicago and Alton railroad will decline to receive all freight, both express and less than carload, for all destinations. All railroads in transit will not be accepted from connecting lines. This is necessary on account of impending strike troubles. As soon as conditions warrant we will resume accepting and handling of freight, giving preference to food products and fuel supplies, and you will be advised as promptly as possible.

Order to Santa Fe Men.
President E. P. Ripley of the Atchafalaya, Topeka and Santa Fe railroad in the morning sent the following order to all members of the system:
"We are notified that the brotherhood of engineers, firemen, conductors, and trainmen propose to leave the company a body. To the extent that this is carried out it will automatically throw out of employment many persons connected with the company in other departments. It is, therefore, important that a full understanding of the conditions be set forth at the outset. You are, therefore, advised that:
"All persons employed by the company falling to respond to call for duty will be considered as having been discharged and will be reemployed only as we see fit, forfeiting all seniority and other rights and privileges.
"New men taken in by the company

STOP THE STRIKE!

Resident Wilson Sends These Men to New York
as Mediators.



Franklin K. Lane
William B. Wilson

Samuel Gompers
Daniel Willard

COGS

In the Wheel Which the Strike
Would Halt.

THIRTY thousand cars of freight a day is the normal movement in Chicago. There are 3,500 miles of track inside the city limits, distributed as follows:
Main track, 1,500 miles.
Yard track, 1,500 miles.
Industrial track, owned by railroads, 275 miles.
Industrial track, privately owned, 225 miles.

There are six central passenger stations, the Northwestern, Union, La Salle, Grand Central, and the Central station of the Illinois Central.

More than 15,000,000 persons are carried to and from Chicago on through passenger trains in a year. The suburban trains carry 45,000,000 passengers a year. The figures were obtained at the offices of the Illinois railroad committee last night.

will be retained so long as their services are satisfactory.

"Men remaining loyal need not heed threats as to being dismissed after the strike. They will be retained and given the preference of positions, other things being equal.

"Those who may be temporarily thrown out of employment by no act of their own will be considered as absent on vacation without pay and will not forfeit any pension or insurance benefit rights."

The Burlington road also posted a notice at all its stations during the day advising the men that any one who quit work under the strike order thereby

MEN PREPARED TO STRIKE HERE AT 6 TONIGHT

Local Chiefs Give Final
Orders to Subaltern
Union Officials.

Final preparations for starting tonight in Chicago the impending railroad strike were completed last night at secret meetings of the union subchiefs in the Great Northern hotel.

Unless President Wilson's mediation committee finds some way to avoid it, all railroad employees in freight service in the yards of the eighteen railroads entering Chicago—some 10,000 engineers, firemen, conductors, brakemen, switchmen, and hostlers, according to the claims of the union heads—are scheduled to quit at 6 p. m. today.

Last Word from Shea.
A "last word" on the subject was obtained late at night from Timothy Shea, in charge of the walkout of brotherhood members in Chicago and the west. Told of the efforts being made by President Wilson to avoid the strike, he replied:
"It's up to the railroads. The railroad workers are determined to get the eight hour day, and that will be accomplished just as surely as night follows day. If the railroads don't yield, it is my opinion that there won't be many trains moving in the United States after tomorrow."
"All that we are asking is that the railroads observe the law which, immediately after its passage, they took into court for the purpose of depriving the employees of their benefits under it. That procedure released the employees with regard to a course to pursue, and they are now endeavoring to make the railroads comply with it.

Pressure on Railroads.
"Therefore, we assume that if it is the intention of President Wilson to bring pressure on any one, he will do so on the railroads, to make them observe a law enacted by congress on his personal recommendation."

Instructions as to how the strike is to proceed were given during the afternoon to more than 700 general and local chairmen of the brotherhoods in the Masonic temple.

Despite the secrecy maintained there were reports that a number of the brotherhood members, particularly those representing the older and more conservative engineers and passenger conductors, opposed the strike plans. These reports were denied by Shea. It was said the vote to strike stood 568 to 7.

How Strike Will Come.
The strike will be called on the entire systems of the following railroads with terminals here at 6 o'clock Monday evening:
Atchafalaya, Topeka and Santa Fe.
Chicago and Alton.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago Junction.
Chicago and Northwestern.
Chicago, Rock Island and Pacific.
Chicago and Western Illinois.
Illinois Central.
Indiana Harbor Belt Line.

General systems of the roads entering Chicago will not be affected until Monday night, when the strike will become effective over the entire freight service of these twelve roads." Shea said. "Tomorrow night, however, all brotherhood employees, except passenger, in the yards of the eighteen roads terminating in Chicago will be on strike. That means that the freight service of all the roads entering Chicago will be tied up at 6 o'clock Saturday night."

Views on Strike Caught Here and There in Loop

INTERVIEWS picked up at random on the streets in the loop yesterday indicate that the average wage earner, particularly the salaried men, the clerks, barbers, and chauffeurs, are almost unanimously opposed to the calling of the railroad strike at this time. Union men would not as a rule permit the use of their names. Most of these said they couldn't see much in the strike just at this time except a further increase in the cost of living with attendant hardships, whichever way the contest was decided.

Cigar Store Clerk.
A clerk in a loop cigar store expressed it thus:
"Food prices would go higher, we would be up against it—we fellows who pay rent and have families. There is another thing. The country seems to be up against a war question. If we are going to get into the war game, then we cannot afford to have any railway lines tied up just at this time. I am in favor of the government doing things."

"May we use your name?" asked the reporter.
"Heavens, no!" exclaimed this clerk. "The union labor agents would be down here with stilettos. It would hurt the boss business. Whichever side I took would make the other side sore. Nothing doing on the name stuff."

A Barber.
Fred Poole, residing at 638 Oakdale avenue, a barber, said:
"There is only one excuse for the strike, and that is the possibility of its leading to government ownership. If that could be brought about I would be in favor of even a revolution or any old kind of trouble. Every one with an ounce of sense knows you can't fix an eight hour day under our present conditions. If the government will take the railroads then the government can fix the hours of labor just as it now does in the postoffice."

"But a strike would just help us fellows just now if the result didn't change the present system. I'm for trouble and the more the better if in the end we can get government ownership."

"I might say, also, that the nineties who voted for President Wilson last fall because they thought he was going to give the workers their freedom can now see what a lot of easy marks they were."

Mr. Jones of Centerville.
William Jones of Centerville, Ia., was watching the crowds at the corner of Madison and Clark streets.
"I'm for the men, whether they think they are right or wrong," he said. "They stood by me and I'm going to stand by them. Whatever they say goes."

Mr. Jones explained he was a union carpenter with his dues paid up.

William H. Clark, appraiser of the port, cargo along. He is a politician. He was asked if his name could be used.
"Certainly," he said. "I'm not afraid to express my opinion before any one. All I've got to say is that it is mighty strange this great government of 100,000,000 people cannot devise some means of making such a strike impossible. If we can't establish a tribunal of arbitration of mediation we ought to throw up the sponge and admit that we haven't made much headway in governing ourselves."

Another Barber.
James Grady is a loop barber, residing at 4207 Indiana avenue. He said:
"No one in his right senses who belongs to our class would favor this strike. There are men working here with me who pay rent and are trying to support a family of five on from \$12 to \$15 a week.

"You can't look at a piece of meat or a potato now. What would it be if they tied up the railroads? I have only my daughter and myself to support and we are merely existing. I haven't been able to earn a dime in six months and not a penny has been spent for anything but the bare necessities of life and not much of them."

"This strike would practically put a lot of good men on a bread and water diet and we wouldn't be benefited. I don't know how it ended. If they were striking to raise the wages of the poorest paid men in the service it wouldn't be so bad."

A Court Reporter.
Edward Weltman, a court reporter, of 2929 Pine Grove avenue, said:
"In this crisis I'm against any action by any crowd that will in any way hinder this country from putting its full strength to the wheel. I am not a Democrat, but just now the genuine American hasn't any time for strikes."

Samuel Jones owns his own taxicab, just the one, and ekes out a bare existence, he said. He has a stand at the corner of Randolph and Clark streets.
"Things are bad enough now," he said. "Food prices now are almost beyond my reach. I don't waste a nickel. This strike would make some of us go hungry. I'm against it. They'd better wait until we get more food in sight before they start anything like this."

URGES U. S. TAKE OVER RAILROADS

Vicksburg, Miss., March 16.—"I suggest President Wilson put the railroads of the United States under military control," said W. L. Park, Chicago, vice president of the Illinois Central railroad, here today.

CITY SURE TO GET HALF ITS NORMAL SUPPLY OF MILK

Dairies and Electric Lines
Agree; Guard Against
Speculators.

Even if the railroad strike takes place Chicago will get 50 per cent of its milk supply—enough for hospitals, babies, and invalids.

In contrast to this welcome news yesterday came the report that food speculators were conspiring to boost prices and endeavor to create an artificial shortage of foodstuffs.

Asks Evidence Be Sent In.
Any such attempt will result in immediate action by the federal government, announced after cooperative plans had been completed by Health Commissioner John Dill Robertson and Hinton G. Clabaugh, head of the local department of justice, to fight such a situation.

The federal grand jury from now on will hold open sessions to consider all evidence presented on the matter.

"I desire that all retail grocers and butchers in the city send me the name and address of any commission man who in the last twenty-four hours has boosted prices, or who boosts them in the next few days," Mr. Clabaugh told the health commissioner.

By Trolley and Motor.
The project for bringing at least half of the usual supply of milk to the city was decided on at a conference of dairymen and officials of electric lines entering the city. The electric companies are ready to haul milk in large quantities from Kankakee, Joliet, Elgin, St. Charles, Aurora, Des Plaines, and other points, while the dairy firms will utilize motor transportation.

The Chicago and Northwestern railroad announced it would haul its usual supply of milk into the city.

The meeting of the milk men and electric line representatives was brought about by Health Commissioner Robertson at the request of Mayor Thompson.

W. J. Kille, general manager of the Northern Illinois Milk Producers' association, promised active support.

COMMUTERS

Railroads Determined to Maintain Suburban Passenger Service.

THERE is going to be an attempt on the part of the railroads to bring into the city in the morning and to take out at night all commuters, in case the strike situation progresses far enough to tie up passenger service. An appeal for volunteers will be made to the office forces and to experienced men outside to handle the suburban service. The service will be affected from the start, according to railroad officials, because of the withdrawal of the switchmen. The railroads expect no trouble in getting men to do the passenger switching from the other branches of the service.

"Switching for passenger service will be done by other employees of the road," said P. S. Busta, passenger traffic manager of the Burlington road. "There are many who have had experience in that work. If we have difficulty in getting enough men because of the handling of perishable freight, we shall cut down the number of passenger trains. It is probable that it will not be necessary to run all of them, as the amount of traffic will not be as large as usual in case of a strike."

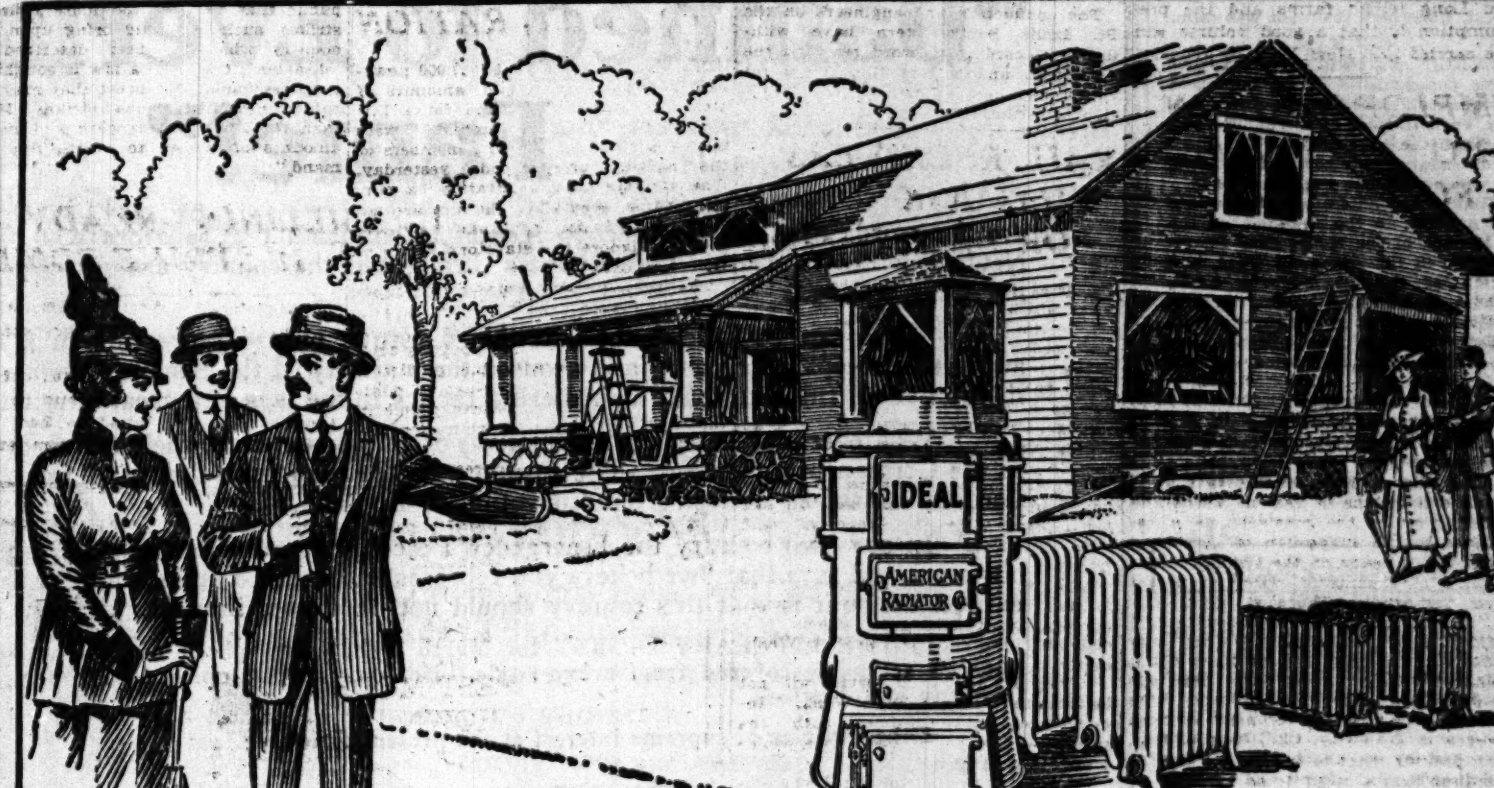
"If the trouble goes so far that the passenger men are called out, we shall run suburban trains nevertheless. We shall endeavor to get all commuters into town in the morning and out in the evening, and I think we shall be successful. The trains may be run by strikebreakers or by men on the passenger department staff, office men, and traveling employees. We don't know what the situation will be, so it is useless to predict just what we shall do."

C. H. Markham, president of the Illinois Central railroad, said that in case the strike goes into effect there will be an attempt to run suburban trains.

"We shall, of course, do our best to win if the strike does come," said Mr. Markham. "Preference will be shown the movement of milk and other food supplies. A lot of things may happen between now and the time set for calling out the passenger men. I have great hopes that the commission appointed by President Wilson will be able to prevent a strike."

Chicago Organized Labor's Moral Aid to Rail Strike

Organized labor in Chicago will give its moral support to the railroad strike, it was stated last night by Edward Nookala, secretary of the Chicago Federation of Labor.



Makes easy selling property

"You might as well not build the cottage if you don't put radiator heating in it," said the real estate dealer, "for when you come to sell or rent it, you'll have to sacrifice a great deal if the house has old-fashioned heating." It is now recognized by all that the greatest feature in any home is a comfort-guaranteeing, fuel economizing outfit of

AMERICAN & IDEAL RADIATORS & BOILERS

It pays big to give 15% more rental for an IDEAL-heated building
IDEAL Boilers and AMERICAN Radiators soon repay their cost in fuel economies and absence of repairs. Made throughout of high-grade iron; nothing to wear out or rust out. Every feature of their construction has been tested and its value and efficiency definitely established in our laboratories, here and abroad. When put in your building we know that they will get full heating value from every pound of fuel. These outfits cost no more than ordinary outfits. Accept no substitute!

No need to burn high priced fuels
No one need wait to build a new home in order to be rid of the wastes and nuisances of old-fashioned heating. IDEAL Boilers and AMERICAN Radiators can be put in old buildings as well as new, large or small, farm or city; no tearing up.

Our free book "Ideal Heating Investments" tells much that it will pay you to know. Tell us kind and size building you wish to heat. Puts you under no obligations to buy. Act now, while you get the services of the most skillful fitters!

This permanent Vacuum Cleaner is best to buy
Installed in any new or old building without tearing up anything. Now also made in two-sweeper size for apartments, hotels, office buildings, etc. Lasts for years—always ready for most thorough cleaning. Fully guaranteed. In stock at \$175 up. Sold on Easy Payment Plan. Send for catalog and know why the ARCO WAND Cleaner is best to buy.

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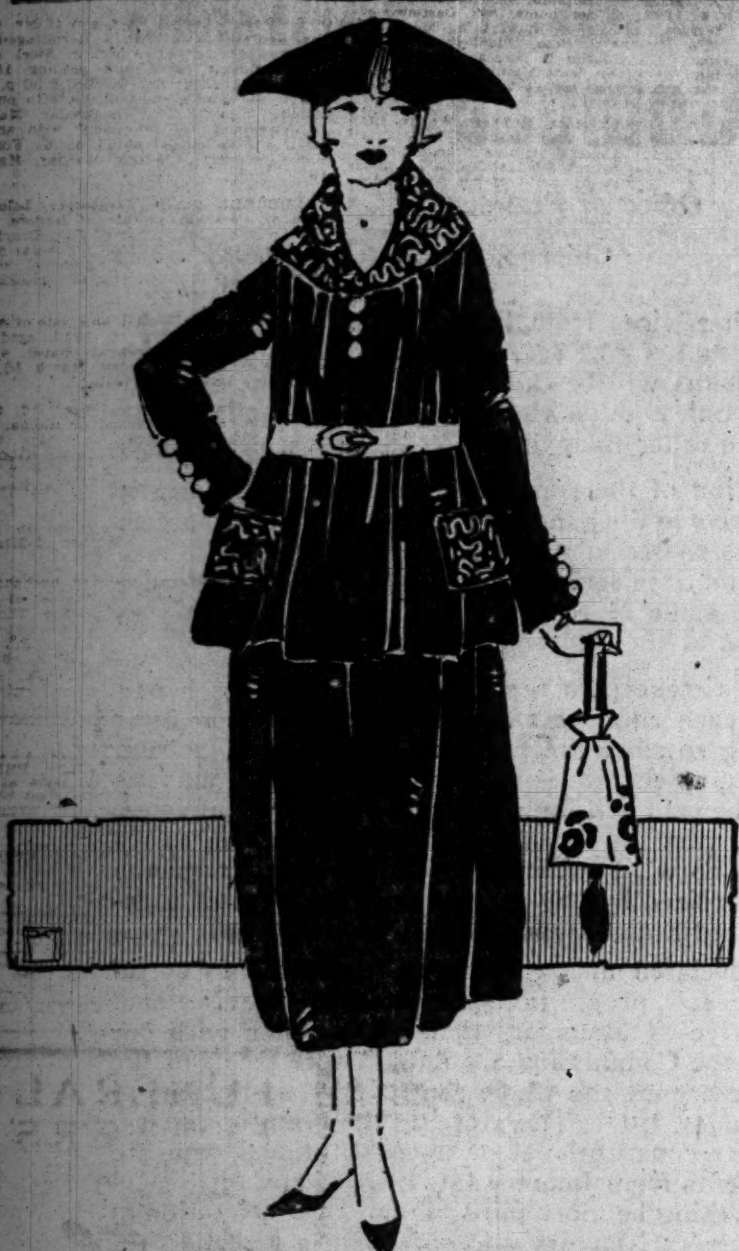
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FASHIONS
BLUE BOOK

BY CORINNE LOWE.

NEW YORK.—[Special Correspondent.]—For has not by any means removed its finger from the fashion pie. The Paris openings showed, on the contrary, a great appetite than ever before for the decorative bit of pelt. Silk jersey suits

Real Love Stories.

The Tribune will pay \$5 for every story published. If you have an interesting story, send it to the Tribune, Chicago. No manuscript returned. If you have a surprising love affair upon which you need the counsel of a friend, write the Tribune. Send stamped, addressed envelope if you wish personal reply.

Why She Refused.

SOME person will say that women marry for purely economic reasons. I believe it myself to a certain extent, and I do think that a good many women do marry just for the sake of getting some man to stand as a "meal ticket." But last summer I saw the culmination of a love affair, if marriage can be said to be the culmination of a romance, when the chief clerk in the office married a country lawyer.

She had come to the office, which was a state office, in charge of one of the state's big institutions, when she was



only 19. She had come right from the country, gone to business college, in which the office was located, learning shorthand, typewriting, and bookkeeping. Her first position was in our office. Keen of mind and one who could keep details in her head, she rapidly advanced from a mere stenographer to chief clerk.

But in the meantime she had met a prosperous country lawyer from one of the nearby small towns. He was immediately attracted to her, both by her keen intellect and her vitality, for she was not what one could call beautiful or even pretty. She accepted his attentions but said that she was making for good a salary to accept the proposal of any man.

Because of her business ability her name became known with every one that had anything to do with our office and they all knew about her and respected her. Last summer she was asked to take charge of an office similar to ours where she would have absolute charge. The position was to last four months and at the end of the four months she was to be permanent if she made good. The salary for the first four months was \$200 a month, and if she made good it was to be \$2,000 a year.

The office in that state had never been able to make money by any of her predecessors, all of whom were men, who had stayed on the job the year round, she had four months to do a year's work. She went into the job with her usual vigor and at the end of the four months she had placed the proposition on a paying basis, in fact even beyond the rosiest dreams of her predecessors, who predicted failure for her. She was offered the increase in salary, that of \$2,000 a year, but she didn't take it. Why did she refuse? In the brief four months that she was away from her lover she found that there were other things in the world besides money, and she accepted her country lawyer immediately after signing her four months' contract.

Resinol Soap

and hot water. Finish with a dash of clear, cold water to close the pores. Do this regularly, once a day, and see if it does not quickly soothe and cleanse the pores, lessen the tendency to pimples, and leave the complexion clear, fresh and healthy. Resinol Soap and Resinol Ointment are sold by all druggists.

S'prise Packet
Hitched to "Mortal Sin" Saves It

"THE MORTAL SIN"
Produced by Metro.
Presented at the Alhambra.

THE CAST.
Jane Anderson.....Viola Dana
Emmett Standish.....Augustus Phillips
Flora.....Lillian Thompson
The Doctor.....Louis B. Foster
The Landlady.....Alice Allen

BY MAE TINEE.

HERE'S a genuine surprise at the end of the last reel of this unhappy picture which made the purrered critic draw a sigh of relief. It is spoken of as "unhappy" because of the dire difficulties it has been through since sped on its way by hopeful producers. The mortal sin of the original story was that of a wife knowingly committing infidelity to save her husband's life. But—

"Nay! Nay!" spoke up the guardians of the public's vision. "This cannot be. You must change all that."

Right bravely Metro came to the front, their Mr. Smith deftly arranging matters so that the wife believed her husband dead—and then married the man—all this being done by changes in caption—the picture of course excepting where scenes were cut having to stand on the little legs the gods had given it.

The result of all this was a feature interesting from several angles, reminding one of a pretty but erratic woman, apt to do anything at any minute. While scenes and captions matched up remarkably well, the written words did not agree with expressions photographed with an entirely different idea in view.

Just as one is saying to oneself, however: "It couldn't be—it's absolutely impossible, in spite of the fact that the surprise happens. And the perturbed critic turned to the Metro manager and said: "Well, you played in luck that time!"

Surprise being so rare in this game you might do worse than to see "Her Mortal Sin" just for the novelty of it.

ASK ME! ASK ME!

IDA: I have an article on scenario writing and a list of firms that accept scenarios which I shall be glad to mail you if you will send me a stamped, addressed envelope.

V. V. No, Marguerite Clarke was never married to De Wolf Hopper. She played with him for some time.

L. H. A.: I have no information about the lady. Awfully sorry.

LOOP FEATURE FILMS

ALCAZAR, 69 West Madison street—"The Social Leper," with June Elvidge.

AUDITORIUM, Congress near Wabash—"A Poor Little Rich Girl," with Mary Pickford.

MAJESTIC, Madison between Clark and La Salle—"Captivating Mary Carstairs," with Norma Talmadge.

ELIJAH, 114 South State street—"The Moral Code," with Anna Q. Nilsson.

BOSTON, Clark near Washington—"The Moral Code," with Anna Q. Nilsson.

CASINO, 59 West Madison street—"Dorothy Dares," with Ruth Stone.

CASTLE, State near Madison—"Those Without Sin," with Blanche Sweet.

CHICAGO, State near Harrison—"A Night at the Show," with Charles Chaplin.

SELLE-TRIUMPH, No. 93, musical comedy.

COLONIAL, Randolph near State—"Intolerance."

GEM, 400 South State street—"The Count," with Charles Chaplin.

THE PALACE, Clark, seven acts of vaudeville.

ROYAL, 40 South Clark street—"The Invisible Man," drama.

ORPHEUM, State near Monroe—"The Mortal Sin," with Viola Dana; Belle-Tribune No. 25.

PASTIME, 68 West Madison street—"The Little Lost Sister," drama, with an all star cast.

STAR, 68 West Madison street—"Stars and Bars," Keystone comedy, with Ford Sterling; "Sold at Auction," Fathé drama.

STUDEBAKER, Michigan near Van Buren—"The Price She Paid," with Clara Kimbrough.

U. S. MUSIC HALL, State near Harrison—"An Oily Scoundrel," Keystone comedy; burlesque.

ZIGFIELD, Michigan near Seventh—"Intimacy," with Peggy Hyland and Marc McDermott.

HARRIET: THE NAILS BECOME brittle because they are lacking in natural oils. You can soften them by holding the tips of the fingers in olive oil for about five minutes each day. The only way I can help you make your hair longer and thicker is to send you my formula for hair tonic and instructions for scalp massage. The rest lies with you. You are a fortunate girl, indeed, to have fluffy hair, even if it is short and thin, for you can arrange it so much easier and prettier when it is fluffy. I shall be glad to send you my instructions for falling hair, if you will send me a stamped, addressed envelope.

ANXIOUS: A CALORIE IS A UNIT of heat and energy measurement used to represent the actual value of food in the process of nutrition. For instance, one thick slice of bread, or a large potato, or a glass of milk, or a square of butter contains 100 calories. One glass of lemonade without sugar represents fifty calories. A normal healthy person does not require more than 1,800 calories a day to keep her in a healthy condition.

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HAZEL CRONE

She May Smile for \$10,000 or
She Would Smile for Nothing.



COULD you smile for \$10,000 a year?

A Chicago girl has been offered that to smile in moving pictures. She is Miss Hazel Crone, a former Hyde Park High school pupil and daughter of Mrs. E. B. Crone of 6122 Greenwood avenue, who appeared in the Congress hotel gold room Tuesday at the Fashion Art league contest exhibit. A representative of the Enlightenment Film corporation of New York saw her and was struck by her smile and her ability to wear exquisite gowns.

"Two hundred a week for the smile," he said.

"Thank it for," replied the lady.

Word comes from Laskey that hereafter Mr. Lou Tellegen (Gerardine Farrar's husband) will direct and not act. Mr. Tellegen is said to have skillfully directed photoplays in Europe. It was under his guidance that Sarah Bernhardt made her debut on the screen in the Famous Players' adaptation of the famous "Queen Elizabeth" in 1912, said to have been the first production released by Famous Players.

From July 14 to July 22 Chicago will be the center of moviemod by right of the exposition to be held here. The exposition, which will be the third affair of its kind to be held in this city, will be under the management of the Motion Picture Exhibitors' League of America. Actively in charge of arrangements is Mr. Ludwig Schindler, assisted by Peter Schaefer of Jones, Link & Schaefer, Joseph Trinis of Lubliner & Trinis, and Nathan Ascher of Ascher Bros. Alfred Hamburger and William J. Sweeney are Chicago members of the executive committee.

Public Speaking Club to Meet.

The Northwest Side Public Speaking club meets tomorrow afternoon in the women's clubroom, west park No. 1, at 2:30 p. m.

AMUSEMENTS

OLYMPIC :: Matinee Today

A. H. WOODS Presents

Polish & Perlmutter

IN SOCIETY

THE IRRESPONSIBLE COMEDY from the Haymarket Theatre, London

Lodger the Playhouse

Mat. Today 2:30, 2:45, 3:15

AMUSEMENTS

PRINCESS :: MAT. TODAY

OLIVER MOROSCO'S SUCCESSOR TO "THE MY HEART"

The Cinderella Man

A sweet comedy with many a smile, and much laughter.—Ashlyn Stevens, Examiner.

COLUMBIA CLARK ST. TWICE

PUBLISHED DAILY

IRWIN'S BIG SHOW

—SMOKE IF YOU LIKE—

AMUSEMENTS

Chicago Formerly American Music Hall

VERY GOOD NOW ON SALE

CORT! EVERY NIGHT

GOOD! Arthur Hopkins Presents

GRACIOUS! THE COMEDY

HIT OF THE SEASON

By Clara Kummer

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By Clara Kummer

The Successful
Home Garden

This department will appear daily and Sunday in "The Tribune," inquiries from readers desiring to know how to make their back yard gardens to decrease the cost of living should be addressed to The Garden Editor.

J. F. H. HEIDE,
ARTICLE NO. 14.

Our Soils and Potatoes.

SOIL that is packed heavily by rain is not as favorable for potatoes as a friable soil which does not exclude the air required for soil ventilation. A plant that is to develop a large system of tubers underground, besides profuse foliage above, draws heavily on the available fertility of the soil.

Hence a rich, sandy loam, well drained, is an ideal potato soil. If the available plot is deficient in any of these points steps must be taken to overcome the handicap.

Thus if the soil is heavy, low, and soggy, trenches (20-24 inches deep) may be dug along each side of the garden plot or at fifty foot intervals on large tracts. These are filled to within 12-18 inches of drain tile this will render the soil more workable.

If manure or a two year old sod was plowed or spaded under last autumn the soil will be amply fertile for potatoes now. Otherwise well rotted manure must be thoroughly incorporated with the soil at the rate of ten tons per acre—a good one horse load on a lot of 25x125 feet—as soon as the condition of the soil permits.

If none of these things are feasible and the grower does not want to incur the expense of applying commercial fertilizers, the first year's garden venture may prove a failure except under otherwise favorable conditions.

It would be better, then, to plant the potato patch to beans or peas this year. The former gives better results in this vicinity. They can be harvested in abundance through summer and well into autumn, while storing nitrogen in the soil for next year's potatoes. Both beans and manure will then be turned under next autumn.

In spading or plowing for potatoes the first time the soil should be turned to the depth of fully eight inches, unless sand or clay is struck above that level, in which case only the top soil must be worked. If this is done in spring the north and south side soils should be left in that condition a week before harrowing and planting. The clayey loams of the west side must be left in the rough for two or three weeks, to disintegrate by the action of the elements, before proceeding to hoe or harrow a day or two after a convenient rain. Those soils are then practically as workable as the sandy loams.

Immediately after harrowing—about the end of April on the porous soils of the north and south, and a week or two later on the heavy soils—planting begins. Late potatoes should be planted the latter half of May.

Perfect seed potatoes—see yesterday's issue—grown in this vicinity on soil similar to that about to be planted are presumed to have been exposed to a strong light (not sun) in the meantime for a period of ten days or so to green them and barely start sprouting.

New Greenhouses at University of Chicago.

A palm house and six or eight new greenhouses are in contemplation at Cottage Grove avenue and the Midway. Nothing definite has yet taken shape, but the studies and investigations by board members at other plants insure a thoroughly modern equipment.

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THE IRRESPONSIBLE COMEDY from the Haymarket Theatre, London

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AMUSEMENTS

PRINCESS :: MAT. TODAY

OLIVER MOROSCO'S SUCCESSOR TO "THE MY HEART"

The Cinderella Man

A sweet comedy with many a smile, and much laughter.—Ashlyn Stevens, Examiner.

COLUMBIA CLARK ST. TWICE

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By Clara Kummer

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Bright Sayings
of the Children

"The Tribune" will pay \$1 for each child's saying printed. The only condition is the story told must never have been printed in any magazine or paper. Write on one side of the paper only. It is not possible to acknowledge or return unsolicited contributions. Address bright sayings to Amy Day, "Tribune," Chicago.

J. F. H. HEIDE,
ARTICLE NO. 14.

Our Soils and Potatoes.

SOIL that is packed heavily by rain is not as favorable for potatoes as a friable soil which does not exclude the air required for soil ventilation. A plant that is to develop a large system of tubers underground, besides profuse foliage above, draws heavily on the available fertility of the soil.

Hence a rich, sandy loam, well drained, is an ideal potato soil. If the available plot is deficient in any of these points steps must be taken to overcome the handicap.

Thus if the soil is heavy, low, and soggy, trenches (20-24 inches deep) may be dug along each side of the garden plot or at fifty foot intervals on large tracts. These are filled to within 12-18 inches of drain tile this will render the soil more workable.

If manure or a two year old sod was plowed or spaded under last autumn the soil will be amply fertile for potatoes now. Otherwise well rotted manure must be thoroughly incorporated with the soil at the rate of ten tons per acre—a good one horse load on a lot of 25x125 feet—as soon as the condition of the soil permits.

If none of these things are feasible and the grower does not want to incur the expense of applying commercial fertilizers, the first year's garden venture may prove a failure except under otherwise favorable conditions.

It would be better, then, to plant the potato patch to beans or peas this year. The former gives better results in this vicinity. They can be harvested in abundance through summer and well into autumn, while storing nitrogen in the soil for next year's potatoes. Both beans and manure will then be turned under next autumn.

In spading or plowing for potatoes the first time the soil should be turned to the depth of fully eight inches, unless sand or clay is struck above that level, in which case only the top soil must be worked. If this is done in spring the north and south side soils should be left in that condition a week before harrowing and planting. The clayey loams of the west side must be left in the rough for two or three weeks, to disintegrate by the action of the elements, before proceeding to hoe or harrow a day or two after a convenient rain. Those soils are then practically as workable as the sandy loams.

Immediately after harrowing—about the end of April on the porous soils of the north and south, and a week or two later on the heavy soils—planting begins. Late potatoes should be planted the latter half of May.

Perfect seed potatoes—see yesterday's issue—grown in this vicinity on soil similar to that about to be planted are presumed to have been exposed to a strong light (not sun) in the meantime for a period of ten days or so to green them and barely start sprouting.

New Greenhouses at University of Chicago.

A palm house and six or eight new greenhouses are in contemplation at Cottage Grove avenue and the Midway. Nothing definite has yet taken shape, but the studies and investigations by board members at other plants insure a thoroughly modern equipment.

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